MOTOR RACING

Aug. 22-29, 1958

Vol. 3—No. 22 Culver City, Calif. Price 15c CHEAP

(Published Bi-Weekly except last issue of calendar year)

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GOOD NEWS.

DAIGH WINS AT MONTGOMERY

MONTGOMERY, N.Y., Aug. 17—Chuck Daigh, in Lance Reventlow's new 3-liter Offie-powered Scarab Mk. III, blasted around the tight Montgomery course today to win the SCCA Nat'l main event, 4 seconds ahead of Walt Hansgen in the Cunningham Lister-Jag. Hansgen had been in the lead on the 48th of the 50 laps, when he blew a tire. He dove for the pits, had the tire changed and was

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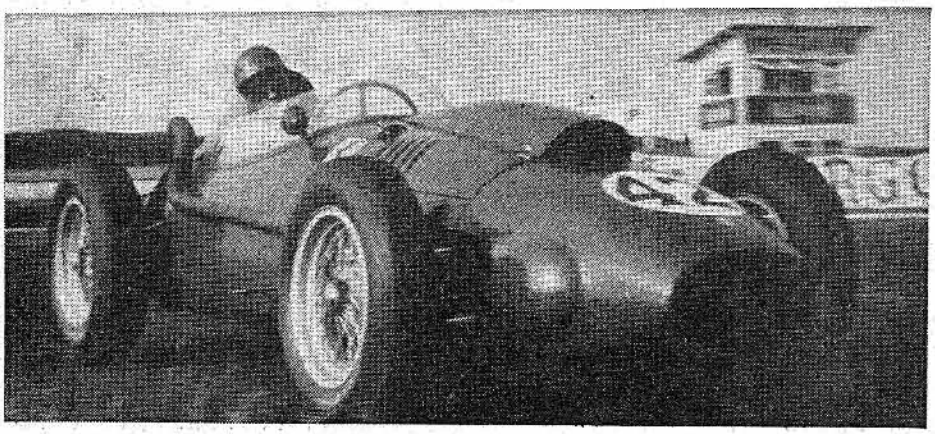

Henry N. Manney III

ONE OF LAST PHOTOS OF LATE PETER COLLINS
He Took 5th Place in French GP With Ferrari

In the News

SHELBY, O'SHEA SIGN

Carroll Shelby, Dallas, and Paul O'Shea, Rye, N. Y., are among the 1st U. S. drivers to apply for competition licenses in the newly-formed USAC Road Racing Division. Both will drive in the inaugural USAC races at Lime Rock Sept. 7, and at Marlboro Sept. 21, Danville Sept. 28 and Riverside Oct. 12.

ROAD AMERICA 500

ELKHART LAKE, Wis. — Entry blanks are in the hands of 2000 competition sports car driv-

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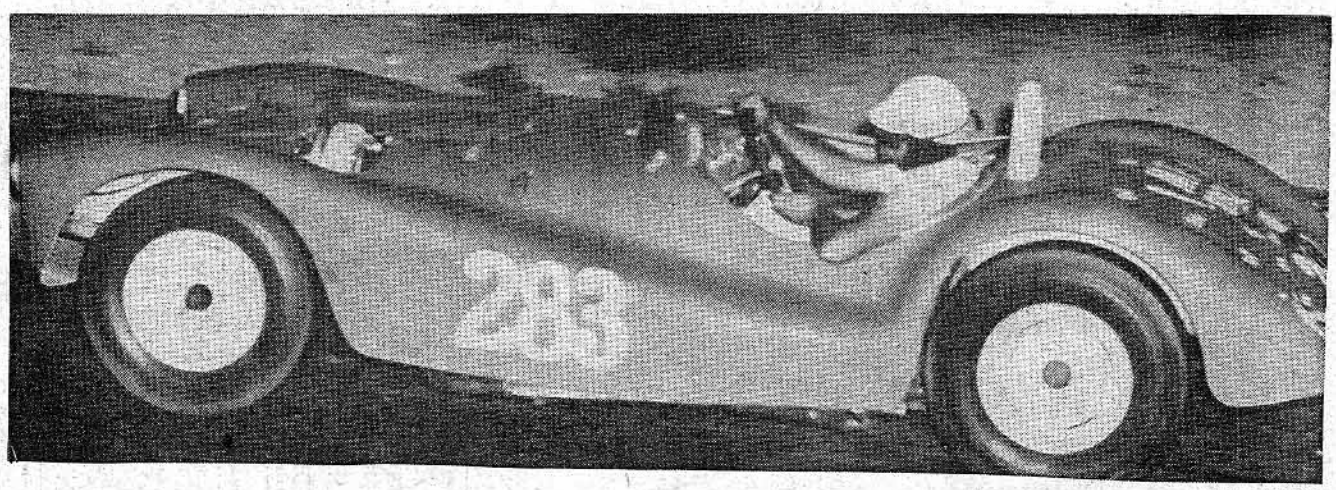

Bill Norcross

BIG BLOWN CHEVY SPECIAL WINNING TRIPLE-R PRO NIGHT RACE
Phil Cooper Scores Overall Win in 30-Lap Feature at Willow Springs

Vignettes

★ Palm Springs Special
★ SCCA Dates Set
★ What Goes Up North?

By Gus V. Vignolle

IT DIDN'T take **George Cary** very long to forget the bongo-drumming and the tete-a-tete life when the threat to the Palm Springs races became rather obvious.

Palm Springs is a So. Calif. institution—one of the most famous races in the U.S. This is an SCCA event, and the next one is Nov. 1-2.

The threat came when everybody and his brother decided to go pro . . . except SCCA which was going True-Blue all the way, even if it meant non-spectator club races out in the bush.

Furthermore, at the rate SCCA is giving drivers the boot these days and with more slated to go after the Riverside pro deal Oct. 12, it seemed that all you'd have for the spa would be **Joseph Blow, Jr.,** and **Juan de la Pedrada,** the obscure MGTC (4-wheel) drifter.

And the public ain't gonna space out a deuce, or even a lousy buck, to see these guys cavort . . . or guys like 'em. Oh, you'd get the workers and that wondrous coterie of freeloading aficionados, without whom nothing could move around here. But that's all.

So **George Cary** came up with a panacea at a meet with the LA SCCA brass here. Until the Westport Pharaohs put the blast on it, here's the deal:

The regular SCCA amateur races will be held. But, in addition, Cary has asked some of his friends, who have helped make the Palm Springs races famous, to drop over. They will drop over for a special match race (no $) of 75 or 100 miles.

By a strange coincidence, Jorge's amigos happen to be among the best road race drivers in the world. They include **Masten Gregory,** in a **Temple Buell** 4.7 Maserati (providing he has recovered from a European banging-up); **Phil Hill,** 4.1 Ferrari; **John von Neumann,** 4.1 Ferrari; **Richie Ginther,** 3.0 Ferrari; **Carroll Shelby,** 4.5 Maserati; **Dan Gurney,** 4.9 Ferrari; **Bruce Kessler,** Offy-Scarab (?); **Lance Reventlow,** Chevy-Scarab, providing he has been given the SCCA boot by then, &c.

Now, bruddah, that looks like the making of quite a race field. If it works out, it should pack 'em at Palm Springs.

And a break for the novice and other amateur drivers is that they will be allowed on the corners for the big race to see how the experts take the turns.

★

1959 SCCA Slate

LA Region of SCCA is set for 6 dates for 1959—2 races at each of 3 sites, Palm Springs, Pomona and Del Mar. During the year, it is expected there will be 18 SCCA

(Continued on Page 3, Cols. 1-2)

Breakdown in Production Car Classes Change by Cal Club

MOTOR RACING

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To equalize competition acong classes, the California Sports Car Club has effected a complete change in production car classification, starting with the Santa Barbara road races, Aug. 30-31.

It is hoped this will put more emphasis on driving skill and car preparation, less on cost of the car.

The following cars have been re-classified on the basis of their past performance and lap times:

Alfa Giulietta Veloce from Class G to F, Porsche Carrera from F to E, MG 1600 d.o.c. from F to E, Porsche Carrera GT from F to D, A.C. Bristol from E to D, Austin-Healey (except 100S) from D to E, Ferrari 250 GT from C to B and the Denzel from G to F.

The club's contest board feels the changes will increase race entries from owners of cars which have previously been made obsolete by newer, faster or more expensive cars or models. New models will fall into class by engine displacement, with the Cal Club now using FIA production classification, as used by the SCCA.

This makes Class H from 750-1000cc, C from 1000-1300, F from 1300-1600cc, E from 1600-2000cc, D from 2000-2700-cc, C from 2700-3500cc, B from 3500-5000cc and A over 5000cc.

The new class breakdown and the re-classification of 8 of the cars will produce the following class combinations:

Class H — A. H. Sprite, Morris sedan, Renault Dauphine, Saab; Class G—MG TC 1250, MG TD 1250, MG TF 1250, Alfa Giulietta; Class F — MGA, MG TF 1500, Alfa Giulietta "Veloce," Porsche 1500 Std., Porsche 1500 Super, Porsche 1600 St.; Class E — Triumph, Morgan, Porsche 1600 Super, Siata V-8. A. C. Ace, MG d.o.c., Porsche Carrera, Mercedes 190 SL, Austin-Healey (except 100S), Arnolt Bristol; Class D — Austin-Healey 100S, A. C. Bristol, Porsche Carrera GT; Class C —Mercedes 300 SL, Jaguar; Class B— Corvette, Ferrari 250 GT, Ford T-Bird.

INTEREST BOOMS FOR BIG $10,000 RALLY

Interest is booming on all fronts for the big American International Rally, Nov. 4-7, for which $10,000 is guaranteed against 40% of the total entry fee, report Allen Guiberson and George Holland, directors of the event.

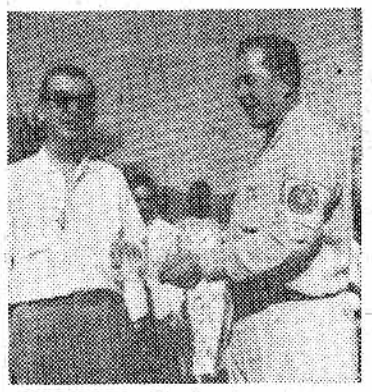
Within 2 weeks of the opening announcement, requests for entry forms have been received from all parts of the U.S. and 12 foreign countries.

John Malone, rally director, left last week on tour of the 8 routes, starting from LA, SF, Vancouver, B.C., Mexico City, Dallas, Miami, Detroit and NY.

Manufacturers' prize money will boost the prize fund by several thousand dollars.

Noted driving-rally teams of E. Forbes-Robinson-Larry Harris and Danny Eames-Don Royer are among early entrants. They will be aboard Goliaths.

Rally offices have been opened at 125 E. Linden Ave., Burbank, TH 5-7441. Dusty Mahon has been named travel coordinator. The rallymaster probably will be named this week, according to Malone.



DIRECTORS OF the big $10,000 guaranteed American International Rally, Nov. 4-7, are George Holland, left, of Burbank, Calif. and Allen Guiberson, of Dallas.

Miss Hot Rod

HOLLYWOOD Starlet Christine Callas, named Miss Hot Rod of '58, will rule over Natl. Championship Drag Races at Oklahoma City Labor Day weekend.

Battle Over Nitro Fuel Rages!

The bitter battle between Bill Love, top AC Bristol driver, and the San Francisco Region of SCCA, which charged presence of 3% nitro in Love's car at a No. Calif. race, continued last week.

Following, in part, is a lab report from the Smith Emery Co.,

BILL LOVE

Los Angeles, to Dr. Peter Talbot, chairman of the SF Region's contest board:

. . . The test which is described below indicates that approximately 3 per cent or more of a nitro compound was present in the sample in the form it was submitted to us. This was indicated by the volume of ferrous hydroxide present in the reacting vessel at the completion of the test.

"In view of the fact that your letter stated that the fuel used was a gasoline marketed as an Associated product under the brand name 'Associated Ethyl 100 Octane' we performed exactly the same test on a sample of his product; and, a varying amounts of nitro benzene had been added. The volume of ferrous hydroxide produced in the test sample was approximately the same as the volume produced in the known Associated gasoline to which 3 per cent of nitro benzene had been added. Since we have no knowledge of the specific nitro compound which had been added, we are unable to state positively that the gasoline contained 3 per cent by volume of nitro benzene; but it is our opinion that a nitro compound was definitely present, and the amount present was reflected in the test to a degree as great or greater than would be he effect caused by

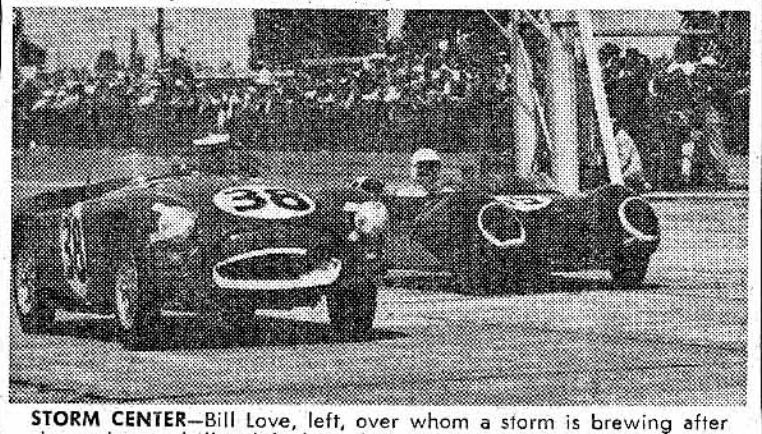
(Continued on Page 2)

Nassau Ban Off

As hinted in MOTORACING recently, National SCCA has lifted its ban on the famed international Nassau races, slated during Bahamas Speed Weeks, Nov. 29-Dec. 8. Previously, the Road Racing Drivers Club recommended that SCCA withdraw its ban.

Said William B. Lloyd, chairman of the National SCCA contest board:

"After having a subcommittee meeting with Red Crise and Mr. Livingstone of the Nassau Development Board, and consulting with the RAC, the Contest Board has voted to lift the ban on the Nassau Race Week. SCCA members will have to pay a flat $150 for their entry, which will cover all expenses heretofor paid for the Development Board. This also covers such things as head tax and wharfage fees. As in the past, they will have to foot their own bill for food. The Board is satisfied that this is a legitimate charge and not just a gesture. There will be no A or B plan for members. Of course those who want to do the 10 days in style will be on their own. The course has been improved considerably and many safety measures added."



STORM CENTER—Bill Love, left, over whom a storm is brewing after charge he used illegal fuel, is shown in the Sebring **38** AC Bristol, passing Cliff Allison in a works Lotus. Later, water pump trouble sent Love to the pits.

No. Cal. Change

Dates have been changed to Oct. 4-5 for the Vaca Valley Raceway SCCA National Races. This was due to a conflict with the Riverside pro races, although the previous Oct. 11-12 dates had been set for many months.

After the Memorial Day fiasco at Riverside, when the pros chose to compete with the Cal Club at Santa Barbara, he SF Region of SCCA decided to move to the earlier date. This gives some of the embryo pros a last fling at the amateur deal before going off the deep end. A combination Vaca Valley-Pebble Beach entry blank will be issued, covering both Nationals. The Pebble Beach National is definitely set for Nov. 8-9.

IN THE NEWS

(Continued from Cover Page)

ers from coast to coast for the classic Road America 500.

While the 500-mile feature race Sept. 7 will be the headliner, 2 races have also been set up for Sept. 6.

The 500 will be a handicap race as well as a total distance race. Start will be staggered with classes A and B gunning away at the starting signal and cars of other classification starting at 20 to 25-second intervals.

SANTA BARBARA CONCOURS

The Cal Club's 6th Santa Barbara concours d'elegance will be held at the Biltmore, 1260 Channel Drive, on Sept. 1. Along with sports, touring and antique cars, there will be a class for competition cars, which must have raced during the preceding race weekend. Judging starts at noon.

GRAND PRIX OPENS PRESS ROOM

The Grand Prix Restaurant, owned by Bob Drake and Mary Davis, opens its new Press Room Aug. 20. The walls will be covered with automotive magazine covers, newspaper columns and photos of prominent auto reporters and columnists. The 1st edition of MOTORACING will be prominently displayed.

EDGAR ENTERS 3 CARS

John Edgar plans to enter 3 powerful sports cars in the Oct. 12 USAC pro race at Riverside. He told MOTORACING he will enter a 5.1-liter Lister Maserati, developing 450hp, to be driven by Carroll Shelby and his older 4.9 Ferrari, now equipped with higher compression pistons and Winfield cams. The 3rd car will be equipped with the famous 6331cc "Firestone-Pontiac" 450hp Indy engine, if Edgar is successful in securing it.

AUG. 24 CONCOURS

The Morgan Plus Four Club will sponsor a concours d'elegance to be held at noon, Aug. 24 at Long Beach VA hospital. It is open to all foreign and antique cars, with awards to be made in several categories. Entry blanks and info: Chuck Talbott, VE. 9-2889.

MEADOWDALE RACES

CHICAGO—The first races on the new Meadowdale Raceways, near Elgin and Dundee, Ill., are scheduled by the Chicago Reg. of the SCCA Sept. 14. The new course is 4.2 miles long, with high-banked turns, a 1-mile oval and a 6000 ft. straight.

LABOR DAY DELAY

Due to our regular printing date falling on Labor Day, the next of issue of MOTORACING will reach subscribers a few days late.

Triumph Flips at 90 M.P.H.

But stewardess winds up O. K. — Page 5.

MotoRacing Advertisers Get Quick Results

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

DID YOU NOTICE the chap in the pits at Riverside? Had his right leg in a plaster cast. Said he broke his ankle at a temperance meeting. Spent the weekend hobbling around pits completely stoned. Cast was hollow. Little pump built into the bottom. Tube up the pant leg. Gin.

ENTERPRISE

We quote again from an editorial in the Virginia City TERRITORIAL ENTERPRISE. This weekly, run by Lucius Beebe and Charles Clegg, and MOTORACING, are two of the very few publications left which are actually willing to take a firm and defiant stand on issues which they feel are important.

The August 1st editorial is headed, "Alcohol The Great Civilizer," and says, in part, "One of the reasons there are so many bad martinis in the land is that we do not take children in hand early enough and instill in them sound drinking precepts and an understanding that liquor is the greatest and indeed perhaps the last civilizing agency left in a world wholly committed to absolute barbarism.

"As much as a knowledge of Declaration of Independence and the Bill of Rights, the spooning of a martini and the proper compounding of an Old Fashioned cocktail should be the priceless heritage of every American boy and girl, taught and reviewed at frequent intervals in every school in the land from the Little Red Schoolhouse down the road to the halls of Harvard University. For here is the essence of good breeding and civilized conduct, a standard of normal and humane existence without which all the freedoms and all the resources of a nation are as nothing.

"The truth of the matter that liquor, almost alone and unaided since we are not given to the social smoking of opium, makes life in the world today endurable. It makes the prospect of impending and probable human annihilation assume the dimensions of unimportance that are its true measure in the cosmic scheme of things. A quart of proof whisky can reduce space travel to the estate of lunatic dementia it deserves. A few slugs of the best Bourbon might even make the Rev. Norman Vincent Peale bearable and who can deny that this would be a consummation devoutly to the wished."

500 KINDS OF WOE

This chap in the 500cc Club let a friend try out his Formula III car on the street. Told him to circle the block but be sure to cut up the alley. Chap didn't. Got out on Victory Blvd. during the rush hour. Helmet, goggles and the whole bit. A cop car took out after him, siren screaming, red lights blazing. The 500 was making so much racket the driver couldn't hear the siren and kept on going. Finally got nailed when he stopped for a signal. Charges include going 70 in a 35mph zone, no plates, no registration, no headlights, no tail lights, no muffler, no fenders, no windshield, no nothing. The chap still plans to buy a Formula III car when he gets out. If there still IS a Formula III by that time.

MILES AWAY

Speaking of amusing rides, we got a demonstration of the new Nardi Fiat awhile back, with Ken Miles at the wheel. Hoo-hoo! Up Lankershim like a Ferrari. Four-wheel drift onto Moorpark, little old ladies leaping out of their 1947 Chevies and running away in terror as we screamed towards them sideways. Hoo-hoo!

Nitro Fuel Battle Rages

(Continued from Page 1)

the addition of 3 per cent or more of nitro benzene."

Love produced the following from the Francisco Laboratories in LA:

"Stabilene No. 5 or Stabilene No. 6 is a fuel stabilizer which does not contain any of the following materials:

"Nitro Benzol, Nitro Propane, Nitro Methane or Nitro Ethane.

"When Nitrates are used for customizing fuels, we always recommend that they be added at the time of operation only."

In a letter to John Luce, SF Region chief steward, Dr. Talbot wrote, in part:

". . . The following deviations from Production status were noted:

"1. Modification of front suspension through the addition of extra spring leaves and backing. Adjustable shock absorbers.

"2. Modification of carburetors by streamlining of butterfly throttle valves and carrying rods. Removal of accelerator pumps.

"Accordingly, the protest is upheld, the car No. 283 is determined to have run in a production race in modified condition."

Meanwhile, the National contest board of SCCA said that, after discussing the protest, it could not issue Love a competition license and that the case would be referred to National officers for disposition.

Love said 2 years ago he paid National and local dues in SCCA, plus dues for the SF Region, but had never received a card. He said also he had won 3 National class E races (1 overall) last year, but was not credited with the 3000 points that would have given him 3rd place in the final standings.

He proposes to appeal to the National body.

S.C.I.C. MOVES

Jim Matthew's Sports Car Info Center, in San Fernando, will move to No. Hollywood Sept. 2, with a toll-free STanley number. Matthew's business partner and gen'l mgr. will be Virginia Beers, WSCC & Corvette OC.

LETTERS TO THE EDITOR

Tom Wilson's Answer to Bill Love

As an official of the San Francisco Region, SCCA, I would like to take this opportunity to answer a letter addressed at me in a recent issue of MOTORACING. In the interest of brevity I will take up each item separately. I enclose documentary evidence of my statements.

1. Bill Love admits the modification of the rear springs. The S.F. Region does not mention the rear suspension but lists several features of modification of the front suspension such as "the addition of extra spring leaves and backing. Adjustable shock absorbers."

2. Bill Love admits the presence of thinned butterfly valves in the carburetors. The S.F. Region determined that there was, "Modification of carburetors by streamlining of butterfly throttle valves and carrying rods. Removal of accelerator pumps."

3. Regarding the presence of "at least 3% Nitro Compound." Love states, "The laboratories in Los Angeles who make nitrated type fuels advise us that it is a total impossibility to pull a 3% analysis even if we had been using it." The enclosed documentary evidence shows that there is at least one laboratory in L.A. which can pull such an analysis and describes the technique thoroughly. It seems that someone gave Bill a bum steer. To quote the lab, "The test which is described below indicates that approximately 3 per cent or more of a nitro compound was present in the sample in the form it was submitted to us."

I am enclosing a copy of the original letter from the Smith-Emery Co., Chemists & Engineers, of Los Angeles. Any interested persons may inspect these papers at the Editorial offices of MOTORACING. The originals are in the Files of the S.F. Region of the SCCA.

With the best interest of the sport, I remain,

Dr. T. C. Wilson
Activities Chairman
S.F. Region, SCCA

MOTORACING

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FIRST VOLKSWAGEN Karmann-Ghia convertible model ever produced has arrived at VW dealerships. Like the coupe, new model combines sleek appearance with economy (32mpg, cruising speed over 70mph), features soundproof folding top. "With beauty and precision engineering, long-awaited model measures up to all we had expected," reports John von Neumann of Competition Motors Distributing in Los Angeles.

FLAVIO ST. GERMAIN PREDICTS THAT - - -

"The turtle, to make progress, must stick out its neck."—BENJAMIN FRANKLIN.

Cal Club members, who race at the Riverside pro races Oct. 12, will have a hard time getting into SCCA races, dough or no dough. (Some of the CSCC Board of Pharaohs think the changes in the by-laws were both hasty and ill-advised, and mean to have them tossed out.)

It'll be some time before the new Lotus Elites are seen in any number in the U.S.

The 6 or 12-Hr. enduro that the Cal Club has been talking about will be held at Pomona in conjunction with the LA County Fair. Sort of a small-scale Le Mans, with the midway open and concessions going.

A rash of rallies for cash will become very popular after the big $10,000 guaranteed American Intl. Rally.

Nature is stronger than education.

Old maids among the Navajos are very rare.

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• Vignettes

By Gus V. Vignolle

CRIES AGAINST FERRARI; MORE ON NORTHERN RACE

(Continued from Page 1)

races staged by the LA, SD, SF and Phoenix regions. Here's the LA SCCA slate:

Mar. 14, Pomona, April 4-5, Palm Springs; May 2-3, Del Mar; July 11-12, Pomona; Sept. 19-20, Del Mar; Nov. 7-8, Palm Springs.

★

Pomona started out as a Cal Club course, but SCCA was there recently and has those 1959 dates. It is not known at this writing if CSCC will be at either Pomona or Paramount. Where then?

The Pharaohs tried mightily to muscle in on Laguna Seca and were soundly rebuffed, but soundly! The nod went to the SF SCCA. It is no secret they still yearn to grab some No. Calif. course, and it could be that new San Carlos layout, which isn't getting any kind of a rumble from the northern region. There's Vaca Valley, too. And one of my spies reports they're also interested in something around San Diego.

★

Tom Wilson is inclined to believe the Ferrari 250GT will be declared modified in 1959. The guff continues on this car and there are those who say that it and the Berlinetta could kill production car racing . . . meaning, I think, that you'd have to spend $12,450 (the price of either) to win a big-bore production car race. And that it takes $6000 to win the under-1500 production race.

Richie Ginther says 200-300 Berlinettas have been produced, and that they are as common as Corvettes here. The GT has a steel body and is 250 lb. heavier than the Berlinetta, which has an aluminum body and is the choice for those who prefer rallying and racing. Richie has written to the factory, requesting the latest production figures.

Firm on Pro Stand

Apparently the SCCA will not back down on the pro stand. **Wm. B. Lloyd,** National contest board chairman, says: "To my knowledge, there are no indications that either the contest board, or officers, will back down on their stands in regards professionalism. I, for one, feel that we may have to give and take a little, but throwing the door open is not the answer, only a way out."

There is a lot to Lloyd's next sentence: "Since this is an amateur club, why did more than 10,000 people join it? If they wanted to be professionals they would have joined USAC, NASCAR, or a similar organization." And that's the truth.

★

What gives up north? The Associated Press reported that **Lance Reventlow** had been blackflagged at Tahoe, then it turned out he wasn't. A report said he was disqualified and reinstated.

Now, **Tom Wilson** writes me: "Unofficially, some wise guy told him (Reventlow) that he was disqualified and he blew his stack. So would you if you got the news secondhand. He was given one hell of a lecture and it did the work . . ."

Tom did say the 3 spinouts were "considered" for disqualification and a tailend start "in Class B," still leaving him close up to the front. But they considered the danger of booming through the field to the 1st turn . . . so they decided to leave him in the No. 3 spot on the front line.

"Everybody was out to get Lance," Wilson reported."

And the day after I had my say on this incident in the last issue, guess what? Wonderful **Geri Fleming** sent me an honorary membership to the Lance Reventlow Fan Club. Madre de Dios!

There's Need for Freeload Czar

The freeloads are coming awfully fast and furious these days. For reasons outside of our control, we are drawing a blank at that great insane American institution—the cocktail party.

Just during the last few days, the uncorkers were Nardi Fiat at Fiat Intl in No. Hollywood, Toyopet Crown, Japanee car, at the BevHills Hotel, MG Car Club in Long Beach, the Alken VW body outfit in Venice, Fiat at the Beefeater Inn (introducing first Fiat Mobile Training School on West Coast), Sports Car World KABC-TV (7) program at Garden of Allah, Volkswagen Distributor Reynold C. Johnson Co., up in Burlingame, opening of Ted Block's Covina Sports Cars in Baldwin Park, premiere of Jay's Sports Car Accessories in Hollywood and Sis and George Cary's bongo smasher in Santa Barbara!!!

Now these freeloads are beginning to overlap. There simply are too many. There should be a solid plan to space out these deals to aid those who subsist on martinis, pate de fois gras and other hors d'oeuvres, including minced ham and weenies.

One method would be the choosing of a czar who would have powers similar to those of the So. Calif. Council of Sports Car Clubs, which tries to coordinate dates for races and rallies.

He could oversee the Amalgamated Council of Foreign Car Freeloading Pharoahs. Having nothing else to do, this reporter would like to put in a bid for the job.

The first duty would be to weed out the phony freeloaders. There are thousands of these varmints.

Nothing wrong with a true freeloader. They are something akin to the professional junketeer.

But what is awfully distressing is the phony and sub-phony freeloader (male & female), who outnumber the legitimate sponge by a ratio of 10 to 1 at all of these blowouts.

Actually, the phony freeloader isn't such a bad critter, except that he has the audacity, more often than not, to take along with him or her 4 or 5 sub-freeloading friends. While the sub-phony freeloaders go into a diligent training for these whiskytrots they so overshadow the genuine freeloader that they make him look as out of place there as a brass brand at a funeral.

Therefore, if anything ever came to a vote at one of these freeloads, the real freeloader would wind up outside in the cold, with his nose pressed against the delicatessen window.

Why, back in the halcyon days, a gaseous freeloading heavyweight we used to know once threatened to tear me apart because I talked to him one afternoon and forgot to mention to him that there was a massive, gilt-edged freeload that very evening at one of the posh Beverly Hills caravansarais.

That night two of the sub-phony freeloaders got gassed to the gills and pushed one of the exhibited foreign cars out of the plush lobby. The police found the car 3 days later in Oxnard.

This is a problem requiring serious thought.

Driver Insurance 'Not Required'

National office of SCCA "recommends but does not require driver benefit insurance for National races," Lawrence T. Reid, regional exec for New England region of SCCA, notified MOTO-RACING last week.

This was in answer to a query made by this publication following death of a driver last July at Lime Rock, Conn., and the disclosure that no insurance was carried.

Reid wrote, in part:

". . . Drivers at this race were not deceived or done out of anything to which they were entitled by the terms of the agrement under which the event was conducted.

"After the July 4 practice session at which Harold Hurtley was killed, a quorum of New England Region officers and directors gathered for a meeting which I had called for the purpose of reviewing the 1959 schedule of events. At this meeting the subject of driver benefit insurance came up, and we learned that no such coverage had been taken out by Lime Rock Park, Inc., for this meet. Upon inquiry we learned from Bert Wheeler, National SCCA Treasurer, who is in charge of the National SCCA Insurance program, that the National Office "recommends but does not require" driver benefit insurance for National Races.

". . . To answer it in recapitulation: There was no benefit insurance at the July 5 Lime Rock Race; it was not required. It will, however, be provided at all future meets in which the New England Region is concerned; it is our policy here to give our drivers all the protection that can be afforded—and you may be interested to know that at Regional races, drivers who start receive a full refund of their entry fee."

Wm. B. Lloyd, chairman of the SCCA national contest board, said:

"After going into the insurance situation at Lime Rock we have found out the following: There was some question as to whether the contract with Lime Rock had stipulated drivers benefit insurance. It did not. For many years the National has offered benefit insurance to the drivers at a very nominal extra cost. We so seldom got any takers, that we finally gave up. It has always been available and many sponsors paid the bill for it as a gesture on their part. Due to the many burdens of the sponsors in the past we have not made it mandatory. Of late the insurance picture is much clearer and we are in a position to make it mandatory at all races. At this time the Officers have this under advisement."

SAM HANKS (above), 1957 Indy winner, and Ken Miles will be instructors for Road Race Training Assn. at Hourglass Aug. 24. Starter Al Torres also will give lectures and individual instruction. Rollbars are not required, but helmet, safety belt and goggles are. Tech inspections will be from 7-10 p.m. at Olympic International Motors, Hollywood, Aug. 21, and at British Motors, San Diego, Aug. 23. There will be a tech inspection at Hourglass, near San Diego, from 7-9 a.m., Aug. 24. Further Info: H. L. McGraw, TAlbot 5-3725, Colton.

HAWTHORN LEADS

Mike Hawthorn, in spite of getting no points in the German GP, still leads in the Drivers' World Championship with 30. Sterling Moss has 24. There are 3 more GPs-Portugual, Italy, Morocco. Best 6 performances count.

Standings—1, Hawthorn, Britain, 30 points; 2, Moss, Britain, 24; 3, Brooks, 16; 4, Collins, 14; 5, Harry Schell, United States, and Salvadori, 13 each; 7, Luigi Musso, Italy, and Trintignant, 12 each; 8, Count Von Trips, Juan Manuel Fanglo, Argentina, and Steward Lewis-Evans, 7 each.

The vicuna is found in the Andes from Ecuador to Bollvia.

SCCA Del Mar Races To Be Non-Spectator

Spectators at the L.A. Region of the SCCA's Del Mar road races, Sept. 20-21, will be limited to those presenting 1958 SCCA membership card. New members will be supplied with temporary cards.

Tech Inspection will be at the 1.6-mile fairgrounds course (adjacent to the horse race track) Sat. morning, followed by an all-day practice session. Sunday will feature 10 races, with special races for under 1000cc, under 1300cc and novice drivers.

Those wishing to obtain temporary competition licenses may join SCCA prior to the event and have their membership good for the balance of 1958 and for 1959. Race headquarters will be the Del Mar Hotel, Del Mar. For details: NOrmandy 45986.

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Rally 'Round

With Duane and Jerrie Sparks

Now the cheese begins to bind. Final standings in the race for SCCSCC rally points will be determined by using points earned on the best 8 of the 12 championship events of 1958. Now that 8 rallies have been completed, contenders will be faced with the problem of scoring higher in the 4 remaining events in order to improve their final point total. Considering this angle along with the fact that several of those in the top 10 have one or more rallies to run before they fill in their full 8 eligibles, it can readily be seen that, except for 1st driver (which Tom Higgins has all but clinched) the field is still wide open. The pressure will be on everyone from now on out.

Long Beach Douglas SCC's KEN FARRAR IV, the August championship event last August 9, saw Tom's fire-engine red Alfa capture another 1st place, this time with Larry Harris in the navigator's seat during the absence of Doug Deary. Rallymaster Bob Cole and his crew had this one set up so that it was quite busy from start to finish for both driver and navigator.

Opportunity for recovery from errors of omission or commission were held to a minimum—consequently contestants' errors were somewhat larger than on most championship events this year. This is a good thing, too. For a while it looked as though rallyists were outsmarting rallymasters at every turn, with errors becoming smaller and smaller.

Beginning with the 24 HOUR in May, however, the trend has been reversed. Rallies have become tougher, more difficult to run without making at least one mistake. Now rallymasters seem to be a little out ahead of the rallyists with the result that errors are larger, thus eliminating virtual ties among top finishers.

MEETINOTES—The August Council meeting, delayed until after presentation of D'ORO trophies, found delegates regretfully accepting the resignation of Chairman Norm Straton, who has been transferred to Georgia by Lockheed. Vice Chairman Lloyd Bacon will preside for the balance of the year. Walt Glassett read a lengthy response to the controversial document Bill Cunningham had presented at the previous meeting. Various calendar changes were requested. These will be reported in our calendar column as they develop. Two new clubs requested membership—Corvette Club of Pasadena and Rallymasters. The latter is composed of an invitational group of not to exceed 30 avid enthusiasts who just can't get enough rallying.

BIG PRO RALLY

Many of the serious devotees of the sport have already lined up sponsors, cars and teammates for the big pro rally Nov. 4-7. In fact, rumor has it that organizers are having a little difficulty recruiting competent rallyists to lay out and work the navigational leg from Santa Fe, N.M., to LA—it seems everyone wants to run for a piece of the loot. John Malone, now on a promotional-organizational trip around to the 8 starting cities and along the various routes, announces tha entries are expected from all over the world so that a field of at least 200 will be participating.

Meanwhile—in addition to a multitude of club events being offered for our pleasure—there are a couple more championship rallies coming up. San Fernando Valley FCCA presents its BIG BEAR IV Saturday, Sept. 8 under the able direction of Frank Pierce. And of course on Oct. 4-5 there is the one and only DESERT IV, Douglas SCC's 2-time winner of Best-of-the-Year award with yours truly as rallymaster.

Various Rally Results

LONG BEACH DOUGLAS SCC KEN FARRAR IV, AUGUST 9, 1958
BOB COLE, RALLYMASTER—97 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Tom Higgins	Larry Harris	SMFCCA	Alfa	:38
2.	Duane Sparks	Jerrie Sparks	DSCC	T-Bird	:55
3.	Walt Glassett	Don Morrow	POC	Porsche	1:26
4.	Ron Jones	Paul Miller	SDSCC	Porsche	1:28
5.	Dick Pieper	Charlie Schumann	SMFCCA	A-H	1:30
6.	Jack Sparks	Jody Brice	DSCC	MG A	1:41
7.	Frank Fleming	Nick Marechal	SMFCCA	Porsche	1:46
8.	Ed Fleming	Bob McPherson	SWSCC	Porsche	2:18
9.	Chet Anderson	Ed Smith, Jr.	HEASCC	TR-2	2:37
10.	Dick Lovell	Carol Lovell	VSCC	Porsche	3:20
11.	Karl McCready	Dave Conklin	NRSCC	Plymouth	3:25
12.	Bill Brandes	Catherine Brandes	SWSCC	190 SL	3:45
13.	Doug Bailey	Margaret Wackerie	LBMG	MG A	3:47
14.	Frank McDonald	Laura McDonald	NASCAD	Jag	3:48
15.	Dennis Chylinski	Bob Blakely	CSCC	Corvette	4:18
16.	Charlie Cooke	Drisa Cooke	SMFCCA	TR-3	5:18
17.	Jerry Aarons	Dick Anderson	SWSCC	Porsce	5:44
18.	Virg Herman	Virginia Herman	NRSCC	A-H	6:11
19.	Mel DeLoof	Juanita DeLoof	SWSCC	Morgan	6:32
20.	Norm Marchment	Jinx Marchment	DSCC	Ford A	7:26
21.	Harold Guess	Jack Kilpatrick	NRSCC	MG TF	7:41
22.	Russ Olsen	Phil Savage	Stanford	TR-3	8:01
23.	Bill Cunningham	Della Pierce	PSCC	TR-2	8:27
24.	George Huber	Marjorie Huber	DSCC	VW	8:56
25.	Pat Kermode	Dick Kermode	CFCCA	TR-3	9:00

REDWOOD SCC CAL-ORE RALLY, JULY 30
PAUL ROBERTS, RALLYMASTER

POS.	DRIVER	NAVIGATOR	CAR
1.	Glenn Burris	Ferol Burris	Fiat 1100
2.	Roy Soper	Willie Soper	VW
3.	Larry Hard	Donna Hard	TR-2

CONCOURS CLASS WINNERS

NAME	CLUB	CAR
Mignonne Corley	Alps FCC	VW
.. Wayne Haug	Redwood SCC	TR-3
Paul Roberts	Redwood SCC	A-H 100S

SAN GABRIEL VALLEY FCCA MOONBEAM RALLY, AUGUST 16
BOB DOWNS & LYN GASKILL, R.M.—31 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Chonita Spicer	Bill Vitale	SGVFCCA	TR-3	2:34
2.	Bob Smilie	Virginia Smilie	NAASCC		3:30
3.	Dan Heim	Alice Heim	SGVFCCA	190 SL	3:53
4.	Jerry Gardetta	Lois Gardetta	SGVFCCA	TR-3	4:11
5.	Roy Thomas	Erlene Gille	LBDSCC	TR-3	5:14

SAN FERNANDO VALEY FCCA GUMMED UP RALLY, AUGUST 16
STEVE LEWIS, RALLYMASTER—22 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CART	POINTS
1.	Paul Wexler	Sue Wexler	SFVFCCA	MG	770.8
2.	Ron Stange	Gina Stange	SFVFCCA		720.8
3.	P. Stump	Gary Whitmire	—	TR-3	719.8
4.	Bruce Collier	Sue Montgomery	VWOC	VW	718.4
5.	Frank Pierce	None	SFVFCCA	A-H	713.3
6.	Donald Rossiter	Gretchen Rossiter	—	DKW	699.5

MERCEDES BENZ OWNERS CLUB VERGNUGEN RALLY, AUGUST 17
BILL BRANDES, RALLYMASTER—28 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Duane Sparks	Jerrie Sparks	DSCC	T-Bird	:06
2.	Charlotte Nesbitt	Al Nesbitt	SMFCCA	Corvette	:10
3.	Harold Guess	Larry Harris	NRSCC	MG TF	:15
MEMBERS					
1.	Otto Leichliter	Leona Leichliter	MBOC	Chrys. 300	:26
2.	Dan Hein	Alice Heim	MBOC	190 SL	:46
3.	Don Egermayer	Ruth Egermayer	MBOC	190 SL	1:25

THUNDERBIRD CLUB FERDINAND'S RALLY, AUGUST 17
LOWELL LEWIS & GEORGE RAYMOND, R.M.—39 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Frank Elston	Florence Elston	HEASCC	A-H	:03
2.	Ben Pankratz	None	—	T-Bird	:08
3.	Bob Humphrey	Delia Humphrey	TCA	T-Bird	:12
10.	Peter Speer	Norma Groftholdt	TCA	T-Bird	2:39

RALLY ACTIVITIES

AUGUST

22—1st Nighter's Rallye—CCSCC championship event. Manchester Shopping Center, Fresno, 8 p.m. Soc. of Foreign S.C., 4558 E. Huntington Ave., Fresno.

23—Paramolnt SCC Cainam Rally—a 4-hour navigational, 8 a.m., Hody's on Sepulveda & Ventura. $2. Rallymaster Bill Brandes, FR 5-1286.

24—Santa Monica FCCA Hairpin Hassle Rallye—SCCSCC open event. Stock & modified odometer classes. 6-hour navigational. 8a.m., Broadway Westchester, Sepulveda & &La Tijera. $3.50. Rallymistress Ruth Piercy, AX 1-9373 or Rallymistress Betty Warren, FR 2-7526.

24—Convair SCC Quien Sabe Rallye, 5-hour navigational. Modified, stock, & seat of the pants classes. Trophies & dash plaques. 8 a.m., Mission Valley Inn, 825 West Camino del Rio, San Diego. $3.50, Post entries $4. Dick Elms, Rallymaster, CSCC, P.O. Box 2049, San Diego 12, Calif.

30—Compton & South Bay FCCA August Moon Rally, navigational, 7 p.m., 174th & Crenshaw. One trophy for every 10 guests. $2. Rallymasters Dick Kermode & Larry Ford. CI 1-8817.

31—Austin-Healey Owners Club & Harbor SCC Two Car Foursome Rally. 3-hour navigational. Teams drawn by chance at finish. Union Service Station, Rosemead & Beverly, 6:30 p.m. Trophies to members and guests. $2. Bob Ross, HI 7-7010.

SEPTEMBER

1—Southwest SCC Rally for the Birds—a 4-hour navigational, 8 a.m., South Bay Bowling Center, 174th & Hawthorne Blvd., Redondo Beach. Rallymaster Bob McPherson, FR 4-4520.

6—San Fernando Valley FCCA Pig Bear Rally IV—SCCSCC championship event. 12 noon, Hollywood Bowl parking lot, 2301 No. Highland Ave., Hollywood, ends at Rafter's Restaurant, Van Nuys. 10 hours. $6 post entries accepted. Frank Pierce, PL9-2287 or Sanda Rosen, DI 4-6250.

13-14—7th Annual Reno Rally—noncompetitive. Harrah's Club parking lot, 1 p.m., Sept. 13. $28 per couple includes cocktail party, dinner, lodging, free drinks, gambling chits, souvenirs, & brunch Sunday morning. Reno Rally, Box 154, Kentfield, Calif.

12-13-14—SCCA Continental Divide Rally—national championship. Jim Stubbs, rallymaster. Colorado Springs & ends Aspen, Colo. $15. Edna Lott, 431 Elm, Denver, Colo.

14——Douglas SCC of Santa Monica Desert Rally—a 5-hour navigational practice rally for the Desert Rally IV. 8 a.m. Douglas parking lot, Ocean Park & Bundy, Santa Monica. $2. Rallymaster—Jim Robinson. Duane Sparks, AX 1-8686.

Council Rally Leaders

UNOFFICIAL SCCSCC RALLY CHAMPIONSHIP STANDINGS—1958 SEASON

POS.	NAME	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	TOTAL	CLUB
DRIVERS (77 have scored points)											
1.	Tom Higgins	25	23	21	16	24	17	24	25	175	SMFCCA
2.	Dick Pieper	17	18	15	24	21	0	19	21	135	HEASCC
3.	Duane Sparks	13	14	19	11	10	23	12	24	126	DSCC
4.	Frank Fleming	22	0	24	25	*	16	15	19	121	SMFCCA
5.	Bill Rector	20	25	10	19	0	12	22	0	108	Convair
6.	Zob Piercy	*	19	23	*	11	25	25	0	103	SMFCCA
7.	Jerry Aarons	*	20	22	17	23	0	0	9	91	NSCDA
8.	Howard Frank	21	2	0	14	25	24	0	0	86	LSCC
9.	Chet Anderson	0	16	13	20	12	3	0	17	80	HEASCC
10.	Barbie Meredith	0	24	0	*	20	9	17	*	70	HEASCC
11.	Frank McDonald	*	13	5	13	22	1	0	12	66	NASCAD
12.	Walt Glassett	11	0	0	9	*	0	21	23	64	POC
13.	Ron Jones	15	*	16	0	0	6	0	22	59	SDSCC
14.	Charlie Cooke	*	*	20	0	8	20	*	10	58	SMFCCA
15.	Doug Bailey	*	0	17	23	0	0	4	13	57	LBMG
16.	Bill Chester	8	0	25	0	3	0	18	0	54	VSCC
17.	Karl McCready	14	21	0	0	0	0	*	15	50	NRSCC
18.	Dick Lovell	0	0	18	15	0	0	*	16	49	VSCC
19.	Ed Fleming	*	*	0	0	0	21	10	18	49	SWSCC
20.	Bill Brandes	*	*	*	18	*	11	*	14	43	SWSCC
21.	Don Blunt	0	4	0	0	15	22	0	0	41	LBDSCC
22.	Page Eskridge	23	0	13	4	0	0	0	0	40	NASCAD
23.	Flo Stevens	0	0	7	*	*	18	14	0	39	HEASCC
24.	Jan Woodard	0	0	11	7	0	0	20	0	38	HEASCC
25.	Bill Wisherd	*	*	*	18	*	11	8	*	37	PSCC
NAVIGATORS (79 have scored points)											
1.	Doug Deary	25	23	21	16	24	17	24	*	150	SMFCCA
2.	Charlie Schumann	17	18	15	24	21	0	19	21	135	HEASCC
3.	Jerrie Sparks	13	14	19	11	10	23	12	24	126	DSCC
4.	Nick Marechal	22	0	24	25	0	16	15	19	121	SMFCCA
5.	Bill Doyle	*	19	23	0	11	25	25	0	103	SMFCCA
6.	Dick Anderson	*	20	22	17	23	0	0	9	91	SWSCC
7.	George Blondin	*	25	10	19	0	12	22	0	88	Convair
8.	Paul Miller	15	*	16	*	0	6	23	22	82	SDSCC
9.	Don Royer	18	0	0	14	25	24	0	0	81	HEASCC
10.	Ed Smith, Jr.	0	16	12	20	12	3	0	17	80	HEASCC
11.	Chuck Meredith	0	24	0	*	20	9	17	*	70	HEASCC
12.	Laura McDonald	*	13	5	13	22	1	0	12	66	NASCAD
13.	Bob McPherson	10	0	*	0	0	21	10	18	59	SWSCC
14.	Drisa Cooke	*	*	20	0	8	20	*	10	58	SMFCCA
15.	Larry Harrie	0	0	0	0	14	19	0	25	58	SMFCCA
16.	Hargaret Wackerle	*	0	17	23	0	0	4	13	57	LBMG
17.	Don Morrow	11	*	*	*	*	0	21	23	55	POC
18.	Elizabeth Chester	8	0	25	0	3	0	18	0	54	VSCC
19.	Dave Conklin	14	21	0	0	0	0	*	15	50	NRSCC
20.	Caroll Lovell	0	0	18	15	0	0	*	16	49	VSCC
21.	Dick Kermode	16	11	14	*	0	0	1	1	43	CFCCA
22.	Catherine Brandes	*	*	*	18	*	11	*	14	43	SWSCC
23.	Charles Kenyon	0	*	0	5	9	13	13	*	40	SDSCC
24.	Bob Bruemmer	23	0	13	4	0	0	0	0	40	NASCAD
25.	Earl Woodard	0	0	11	7	0	0	20	0	38	HEASCC

* Did not compete. (1) Great Western; (2) Don Diego; (3) De Wheele Bounce; (4) Sundown; (5) 24 Hour; (6) Over the Hill; (7) Sierra; (8) Ken Farrar.

JAG OWNERS DINNER

The Jag Owners Club stages its monthly dinner-meet at the Grand Prix Aug. 24. Cocktails at 6 p.m., dinner at 8. The dinner will be prepared by Bob Drake, Mary Davis and Judy Allen. Dusty Mahon will show his latest European movies, with an accent on the GP circuits. Info: Zaz Haan, CR. 1-3775.

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

3 SPINOUTS, BUT YOUNG LANCE BETTER NEXT DAY

DEAR GUS:

If you missed the Nevada races, your career has been blighted and you will never be one of those guys who can say, "I remember the big race at Minden in '58." Gus, it was terrific. In fact, you might consider it the big climax before the pro setup gets under way. It is anyone's guess what the future holds for the run-for-fun amateurs.

Johnny von Neumann had imported the **George Tilp** 4.1 Ferrari which **Phil Hill** had driven at Nassau, and Johnny was keeping it a big secret. When he rolled it off the van, it surely caused a rash of eyebrow-lifting. Then there was **John Edgar's** big 4.9 Ferrari, with **Pete Woods** In the wheelhouse. Gus, that guy Woods is one of the most underrated drivers on the coast. As usual they had the usual trouble with suspension and tires, the same deal that Shelby had at Palm Springs with his car. The heat seemed to affect Woods more than the rest of those lean and hungry drivers but he was one guy who had no course deviation, which was quite a feat with that big 4.9 goat.

3 Spinouts

The always dependable **Richie Ginther** took von Neumann's 3-liter Ferrari into the 3rd spot and he was working all the horses to do it. Von Neumann was very smooth and was really pouring the coals to the 4.1 but **Lance Reventlow** was not to be denied and gradually drew away to a 35-second lead. Lance had fallen into the bad graces of the race officials due to a very erratic performance, with 3 spinouts in Saturday's qualifying heat. After much debate among the SF Wheels, it was decided to leave him in the No. 3 grid spot in the front line.

His spinouts were considered for a disqualification and a tail-end start in class B, which would still leave him close to the front. But the officials considered that Lance's inevitable run through the field to the first turn would be dangerous and the SF Region is more concerned with its safety record than the personal feelings of a few guys who want to show up another driver. A warning was giving and their theory proved correct. In fact, this group of wild-eyed Saturday drivers had no course deviations in Sunday's main. At first Reventlow was teed off at the warning. His Sunday driving was much improved.

The cash customers had paid to see the Scarabs in action. Or have you forgotten that John Q. Public pays the way for the amateurs also? This is one deal that Reventlow will not get in professional racing and he will surely be one man against the field in that deal. **Jack McAfee** quit pro racing because it was a "dog-eat-dog" deal and road racing will be no different among the pros.

Metal Bashing

During Saturday practice, the boys were somewhat exuberant and the Reventlow-von Neumann feud resulted in some bashed in metal. Then **Bob Oker** spun into the parked **Max Balchowsky** Harrah's Special and caved in his own gas tank. This rendered him a spectator from there on in. Max had a definite beef, since it put a crease in a new fender for which he had just paid $7.50 at Al's Wrecking yard. Max offered to put the big Aston back in shape but that magnesium gas tank had them stopped.

Chuck Daigh was an added starter when he showed up with the new Mark II Scarab. They had broken it in on the road up to Nevada and it was a going concern, qualifying for the No. 1 post position. After a poor start, Chuck had worked up into the 3rd spot and set a lap record of 2:16.9 for the 3.4-mile course. Gus, I will give that to you to figure during the long winter nights. For a 9-turn course, I think this is the fastest time ever recorded in an amateur race in the U.S.A. Daigh was eventually sidelined with magneto trouble while in 3rd place.

If you closed that deal, there was no evidence of it at CalNeva; **Chick Leson** and **Clark McCartney** got took as per schedule, and were feeling plenty of pain.

With best regards,
tom wilson.

Here Are Leaders in Nat'l. SCCA Standings

WESTPORT, Conn., Aug. 20—SCCA leaders in National point standings based on National events run through Aug. 1, 1958 (points awarded for 1st 5 positions in class, 1st 1,000 points, 2nd 800, 3rd 600, 4th 400, 5th 200; no points for overall winner) follow:

B MODIFIED—J. M. R. Lyeth, Hi-Tork Special 1000, Charles Sarle, AC Jaguar 1000. B PRODUCTION — Fred Windridge, Corvette, 4000. C MODIFIED—Walter Hansgen, Lister-Jaguar, 7800.

C PRODUCTION—George Arents, Ferrari, 5000. D MODIFIED—James Johnston, Ferrari, 2000. D PRODUCTION—Richard K. Thompson, Austin-Healey, 4800. E MODIFIED—Gaston Andrey, Ferrari, 4400. E PRODUCTION, Harry Carter, AC Bristol, 3000. F MODIFIED—Robert Holbert, Porsche, 4800; F PRODUCTION—Emanuel Pupulidy, Porsche, 6000. G MODIFIED—Frank Baptista, Lotus, 4000. G PRODUCTION, Robert Grossman, Alfa Romeo, 3800. H MODIFIED—George Parsons, Bandini-SAAB, 3000. H PRODUCTION—Richard H. R. Toland, DB, 2400.

I would rather get in trouble 10 times a day than curb my enthusiasm.

Thrills Galore for This Girl:

Triumph Flips At 90 M.P.H.

(Editoar's Note—This is the 2nd of a series of articles on the impressions of 2 PAA stewardesses who toured Europe in a sports car, covering 8 countries in 1 month.)

By LEE CARRILLO

Our 2nd day on the continent, I ventured on Le Mans auto race course—an 8-mile circuit which has attracted some of the world's best drivers—with an air force pilot who was out to set a record in his new Triumph. He handed me his stop watch. I kept telling myself I wasn't scared. He was a good driver. Coordinated. He worked the wheel back and forth for more traction.

We rounded the 2nd turn in 4th gear at 90mph—to fast to gear down. The car went into a slide. Then it seemed like everything happened in slow motion: the car shimmied to a soft shoulder and crashed on my side; then it came to rest on its top. Its top! It had rained that morning and this was the 1st day we had the top up.

The frame saved our lives. We didn't have seat belts but in the course of the roll, both of us had ducked our heads under the dashboard.

They Were Worried

Then, from nowhere came the sound of a dozen French voices. Hands clutched for our arms. We were dragged from the car. "Mal de corps, mal de corps?" one woman cried. I looked in vain for a scratch; found one on my hand and showed it to her with a smile. They all laughed. That was the extent of our bruises. We could have gone into shock; but the French people were so hysterical that both of us acted strangely cool-headed.

To our surprise we had no trouble crossing the border into Spain, although the country seems to bristle with police. The roads are being reconstructed and are inconsistent—alternating between smooth double highways and craters of ruts big enough to shake a couple of bicuspids loose.

As advised by the tour leader, we always asked for 90-octane gasolina (their best), but still this was the only country where our engine detonated like diesels. In spite of these unfavorable conditions, 6 uncowed Americans staged a rally in the Pyrenees between Sebastian and Burgos. Franco's police stopped Ray Lyon of San Francisco by rolling a haywagon in his path. When he screeched to a halt, he had to peel of $15 in pesetas before they would allow him to pass.

But if we had our motorists' headaches, we found a "paradise lost" in the independent principality of Andorra. It nestles in a valley about 170 miles square, 7000 feet high in the Pyrenees between France and Spain. Its hill sides are carpeted with narcissus, misty waterfalls cascade down from pinnacles of rock like downward smoke and hot springs bubble up even from snow-laden peaks at 150 degrees F. The

(Continued on Page 7)

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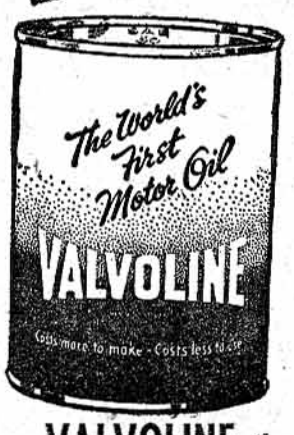

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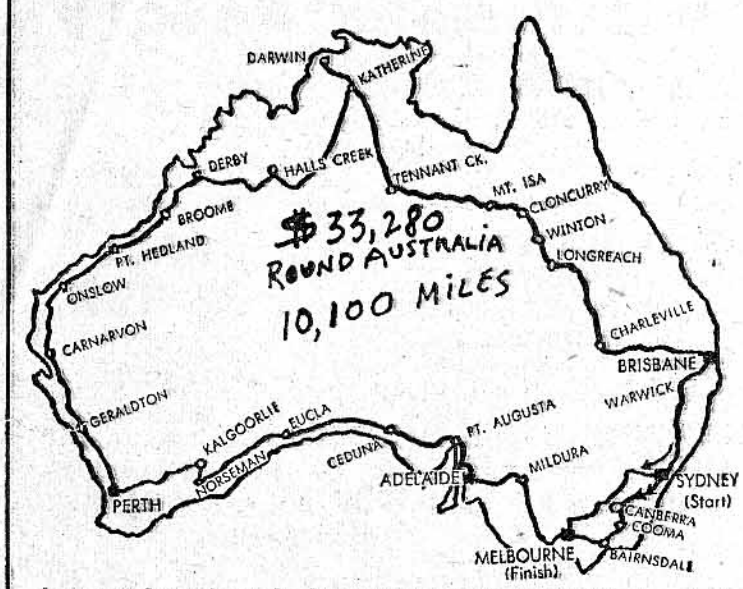
10,100-MI. AUSSIE TRIAL

THE RALLY TO END ALL RALLIES . . . AGAIN

By GRIFF BORGESON
Noted Automotive Writer

Round Australia. Sounds quite innocuous. Like Round Rhode Island. But actually the Round Australia Trial is one of the most fantastically challenging automotive contests in the world. Compared with it, the Mille Miglia is merely a spin to the corner groggery. It covers 10,100 miles . . . several of them on pavement. The rest is across open country: desolate, desiccated, kangaroo- and wombat-infested.

The bill of required materials reads like the check-list for a Trans-Sahara safari. Emergency rations, enough spare parts to build two Isettas, and so on. The terrain is tough, the distance is long, but what gives the caper spice is the time element. To even stay in the running in this little moonlight



tour you have to make like Chuck Stevenson in Mexico. Just go flat out and pray that the suspension stays somewhere between the car and its wheels.

This go is for dough. Over 16,000 Australian pounds ($33,280) in cash, goods and services.

If an overseas entrant wins, there will be additional money. To qualify for this plum the entrant's car must be imported into Australia specially to participate. Crew members, democratically, can be of any nationality, including Australian. Alternately, the car can be purchased in Australia specially for the event, but the driver or co-driver must be a national or resident of a country outside Australia, New Zealand and Papua/New Guinea and who has come to Australia specially to participate in the event.

The Trial was to start from Sydney on Aug. 20 and finish in Melbourne on Sept. 7.

For your information, VW's have done magnificently in previous editions of this event. We recommend the Union Steamship Company route with a 1-month stopover in Tahiti, an island that compares tolerably with Cuba. Which is to say, it GOES, man. But, Down Under goes, too. (MOTORACING has learned from Ray Crawford he will drive a factory Porsche in this event.)

Porter's 'Screamer' Back

Chuck Porter, Hollywood sports car garage and body shop owner, returns to racing after a year's absence by entering his rebuilt Mercedes Benz 300 SLS, the Porter Special, in the Aug. 30-31 CSCC Santa Barbara races.

The beautifully-designed car, originally built from a wrecked 300 SL, now weighs 420 lbs. less than when it was 1st run with the Mercedes engine, and 300 lbs. less than when it was last run, over a year ago, with a Buick engine. The car will have a dry weight of less than 1800 lbs, with a Corvette engine.

Powered now with a 4998cc Corvette "C" engine, Porter plans later to go the full 5.5 liter Corvette route. The present engine has been ported, relieved and boosted to 11:1 compression. Stock Corvette fuel injection is used.

With the only Mercedes parts left on the car the wheels and brakes, the swing axles have been replaced with a live rear axle, new front suspension have been built, and a Cook quick change differential installed. The chassis has been lightened 40 lbs., and now weighs 100 lbs.

Chuck Daigh Victorious

(Continued from Cover Page)

back on the course in 18 seconds, but Daigh had the lead and kept it. Frank Baptista, well-known for his Lotus driving, took third in a 1.9 Ferrari.

Reventlow, in a Corvette powered Scarab, ran out of brakes earlier in the race and made his own escape road through the hay bales. Ed Crawford, always a hot contender for 1st, in a Lister Corvette, had his car catch on fire during the race, but escaped uninjured.

The most phenomenal feat of the race weekend was that of Jim Jefford, who won the Saturday production main at the Milwaukee SCCA Nat'ls, then loaded his Corvette on a plane and flew it to Montgomery in time to win the production main on Sunday.

WITH 36-INCH HEADROOM, the new Fiat 500 gives more clearance than all but a few of the Detroit cars. This 4-passenger, 1030-lb. sunroof convertible cruises comfortably at 56 mph, gets 45-43 mpg. The 500 has a 4-cycle 2-cylinder rear-mounted engine, sells for $1134 POE, including leatherette upholstery, heater, direction signals, spare wheel and tire.

HUGH WOODS

Plucky Hugh Woods, who lost a leg in a racing accident at Paramount Ranch last December, is recovering nicely at his home in Borrego Springs, Calif.

Two auto groups recently visited the Corvette driver—one of the Corvette Owners' clubs and an SCCA rally from San Diego that toured the desert and wound up in Hugh's living room.

Volkswagen Still in Lead; Fiat Holds 3rd

Volkswagen continues to maintain its big lead not only in California, but in the U.S., as No. 1 top-selling import. Big news, however, is the surge of Fiat, holding 3rd place in the California standings. Simca dropped from 7th to 10th.

NEW IMPORTED CAR REGISTRATIONS

(January through May, 1958)

	Calif.	North	South
1. Volkswagen	6906	3275	3631
2. Renault	2409	668	1741
3. Fiat	1774	643	1131
4. Volvo	1521	456	1065
5. Opel	1453	498	955
6. Triumph	1270	484	786
7. M.G.	1175	449	726
8. English Fords	1175	591	583
9. Hillman	1166	497	669
10. Simca	1161	733	428
11. Borgward	822	351	471
12. Morris	527	257	270
13. Vauxhall	471	215	256
15. B.M.W.	370	142	228
16. Porsche	341	147	200
17. D.K.W.	286	93	193
18. Jaguar	284	96	188
19. Mercedes Benz	274	116	158
20. Goliath	204	118	86
21. Alfa-Romeo	145	69	76
22. Sunbeam Talbot	116	54	62
23. Peugeot	79	24	55
24. Austin	60	32	28
25. Berkeley	59	25	34
26. Citroen	51	8	43
27. Lloyd	45	32	13
28. Rover	23	15	8
29. Panhard Levassor	20	10	10
30. Morgan	14	8	6
31. Lancia	11	4	7
32. Rolls Royce	11	6	5
33. A.C.	5	2	3
34. Aston Martin	4	—	4
35. Facel Vega	4	—	4
36. Isetta	4	2	2
37. Jensen	4	4	—
38. Tempo	4	—	4
Misc. (3 or less each)	14	4	10
TOTALS	24682	10290	14392

Published through courtesy of Motor Registration News of Calif., Oakland 6, Calif.

GERMAN GP SUMMARY

Following is the summary for the German Grand Prix, run last Aug. 3 at Adenau:
(15 Laps, 342.1 Kilometers; 212.6 Miles)
1—Tony Brooks, Britain, Vanwall, 2:21:15.0 (145.5kph—90.3mph).
2—Roy Salvadori, Britain, Cooper, 2:24:44.7 (141.8kph—88.1mph).
3—Maurice Trintignant, France, Cooper, 2:26:26.2 (140.2kph—87.1mph).
4—Wolfgang Count Von Trips, Germany, Ferrari, 2:27:31.3 (139.2kph—86.5mph).
5—(and winner of Formula Two Race) Bruce McLaren, New Zealand, Cooper, 2:27:41.3 (138.9kph—86.3mph).
6—(and second in Formula Two Race) Edgar Barth, Germany, Porsche, 2:27:47.4 (138.8kph—86.2mph).
7—Jan Burgess, Britain Cooper.
8—Tony Burgess, Britain, Cooper.
9—Phil Hill, United States, Ferrari.
Over-all lap record set by Stirling Moss, Britain, in Vanwall: 9:09.2 (149.6kph—92.9mph).

Detroit Planning Small Cars?

DETROIT, Aug. 20.—Figures are now in for April that showed imported autos captured 7% of the U.S. market, slightly better than double last year's mark that month. Which is one fact there's every reason to pay heed to current rumors hereabouts that Ford and GM are preparing economy-type autos for the 1959-60 markets.

GM is said to be designing its autos around a 6-cylinder pancake engine mounted in the rear. Ford's mill likely will be its 6-inline OHV, the body a scaled-down T-Bird. Prices are rumored in the $1800-$2200 bracket.

'Pedal Pushers'

BY GERI FLEMING

Lee Loring and Bud Erlick announced their marriage at Lance Reventlow's gala party for the Women's Sports Car Club . . . Dick Hamilton and Bunny McDaniel will be setting the date soon . . . Lee Baker surprised Gloria Dearborn with a wedding 'shower': Gloria's bridegroom is to be DOUGLAS Smith . . . Mary Davis has been, and will be, narrating race films from days gone by on John Brophy's Saturday night (KABC-7) TV show, Sports Car World.

Layne Shannon leads SCCA's Women Workers Point Standings with 1800 . . . Jill St. John celebrates her 18th birthday in a big way Aug. 23—Lance Reventlow has invited 200 . . . Diane and Skip Hudson celebrated their wedding anniversary at the Cal Club Carnival Aug. 16 . . . Flora Beck is traveling the highways and by-ways in her new crimson Jaguar roadster.

Valerie Way collected spiders (nor Porsches, either!) at the recent Women's Sport Car Club 'social' . . . The sports car accessories Sunnie Baker and Jay Gensberg have in stock at their new shop, Jay's Sports Car Accessories, are rare gems . . . Audrey Saffel journeyed home in her new Ferrari Gran Turismo Coupe . . . Ann Bothwell enjoyed the sun and surf at Catalina Island while Lindley rowed his 'scull' 12 miles a day . . . Mike Hamilton and Dusty Brandel were among those who went to Santa Barbara for George and "Sis" Cary's 9 p.m. to 9 a.m. bongo (etc.) smasher . . . SCCA members and friends enjoyed Susan and Phil Curry's hospitality, swim pool, brew and the food prepared under the direction of Betty Shutes.

IT WAS VANWALL

Tony Brooks, who won the recent German Grand Prix at Adenau, was behind the wheel of a Vanwall, not an Aston Martin as reported in the last issue of MOTORACING.

LETTER FROM ITALY

Lotus driver Skip Conklin, writing to MOTORACING before returning to the States recently, wrote from Modena, Italy, that he was to get a test ride with Centro Sud, he independen Maserati GP team. Conklin's manager is Hans Tanner, who handles Bruce Kessler and previously managed the late Marquis de Portago.

Conklin says, "I've been to all the big races since I've been in Europe, but I haven't been able to get any rides since my infamous practice lap at Le Mans. It looks as though the only way to break in over here is to bring both money and a car."

In a review of Le Mans, Skip says, "After the race the track looked like the local junk yard for sports cars. Only 20 cars finished, with only 5 that had not spun out or been damaged. Shelby had the trots and couldn't drive. Gregory's co-pilot lasted 36 minutes, so Masten didn't drive. Kessler and Gurney were in 5th spot when Bruce stacked up the Ferrari. Pedro Rodriguez went into the sand, then blew the radiator after 12 hours. I was to co-drive the Gomez Mena Cuban Ferrari, but went into the sand at Arnage in practice in the rain. This moved me down to relief driver. Gomez had ignition trouble, so I wouldn't have had a chance to drive anyway.

Phil Hill drove flawlessly through the rain, and was very consistent with Gendebien. A real champion who won a victory of great prestige for the Americans, even though the rest of us didn't do so well.

WHERE ARE THEY?

Reward given for any info leading to the whereabouts of Ambrose Bierce, Judge Crater, Mimi Boomhower and Mrs. L. Ewing Scott.

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Triumph Flips

(Continued from Page 5)

beautiful little country is a paradise for hunters, fisherman, skiers (it boasts a chairlift) and even an occasional smuggler. Most everything is cheaper than in other countries of Europe.

While the rest of the clan was buying suede coats, bota bags and woolens, Jeanne Sircusa, to balance the trade, sold her taransistor radio to a man on the street for $35 and a 75% profit. She had bought it on her last Tokyo trip for $20!

(TO BE CONTINUED)

30 Invites to Date for Nassau

NASSAU, Bahamas, Aug. 20—Thirty invitations have been extended for the Nassau Trophy Race during Bahamas Speed Weeks, Nov. 29-Dec. 8. Sixty-nine applications have been received for the big international race. Last issue of MOTORACING carried names of the 1st 20 invited. Here are the others to date:

	DRIVER	HOME TOWN	CAR	C.C.		CLASS
21	William Infantino,	Buffalo N. Y.	Ferrari	4636	C	GT
22	Marion Lowe,	Santa Cruz, Calif.	Lotus	1098	H	
23	Jim Lowe,	Santa Cruze, Calif.	Lotus	1098	H	
24	Charles Weiss,	Beaver Falls, Pa.	T-Bird	5783	B	GT
25	Ronald Gizzi,	Beaver Falls, Pa.	T-Bird	5112	B	GT
26	George Arents,	Southampton, N.Y.	Ferrari	2953	D	GT
27	Elisha Walker,	Syesset, N.Y.	Aston-Martin	2922	D	GT
28	Robert Kuhn,	Fairborn, Ohio	Maserati	1995	E	
29	Roy Schechter,	Miami, Fla.	Porsche RS	1498	F	
30	David Darrin,	Roseland, N.J.	Peerless	1989	E	GT

RACE CALENDAR

AUGUST

23—Thompson (Conn.) Drivers School, SCCA, New Eng. reg.
24—Lime Rock Drivers School, Long Is. SC Assoc.
24—Hourglass Field Drivers School, Miramar Naval Air Station near San Diego, RRTA & RRTS. Info: H. L. McGraw, Rt. 1, Box 412, Colton, TAlbot 5-3725.
25-30—10th annual Bonneville Speed trials, Wendover, Utah.
30-31—Santa Barbara road races, Goleta Airfield, CSCC.
30-31—Thompson (Conn.) SCCA Nat'l road races, New Eng. reg.
30-31—Mansfield Races, DeSoto Parish Airport, Mansfield, La., SCCA, Red River reg.

SEPTEMBER

6-7—Road America 500 races, Elkhart Lake, Wisc., SCCA, Chicago reg.
7—USAC pro road races, Lime Rock, Conn.
13-14—Cobb Mtn. hill climb, Hoberg's Resort, SCCA, S.F. reg.
13-14—Road races, Bridgehampton, N. Y., SCCA.
14—Meadowdale road races, Meadowdale Raceways, Elgin, Ill., SCCA, Chicago reg.
20—Watkins Glen Grand Prix, SCCA, Glen reg.
20-21—Non-spectator road races, Del Mar, Calif., SCCA, L.A. reg.
21—USAC pro road races, Marlboro, Md.
27-28—Hourglass road races, Miramar Naval Air Station, SCCA, San Diego reg.
28—USAC pro road races, Danville, Va.

Concours d'Elegance

AUGUST

22-23—Fresno foreign car show, Manchester Shopping Center, Fresno, Calif.
24—Morgan Plus 4 Club sponsored C d'E, Long Beach VA Hosp., noon. Info.: Chuck Talbott, VE. 9-2889.

SEPTEMBER

1—CSCC 6th Santa Barbara C d'E, Biltmore Hotel, 1260 Channel Drive, noon. Info.: NO. 1-3312.
21—Daniel Freeman Hosp. C d'E, Loyola Univ., Westchester. Info.: Deloroes Montgomery, Rame-Wooldridge SCC.
28—Huntington-Sheraton Hotel C d'E, Pasadena. SCCA, LA Reg., for Florence Crittenton Home. Info.: NO. 4-5986.

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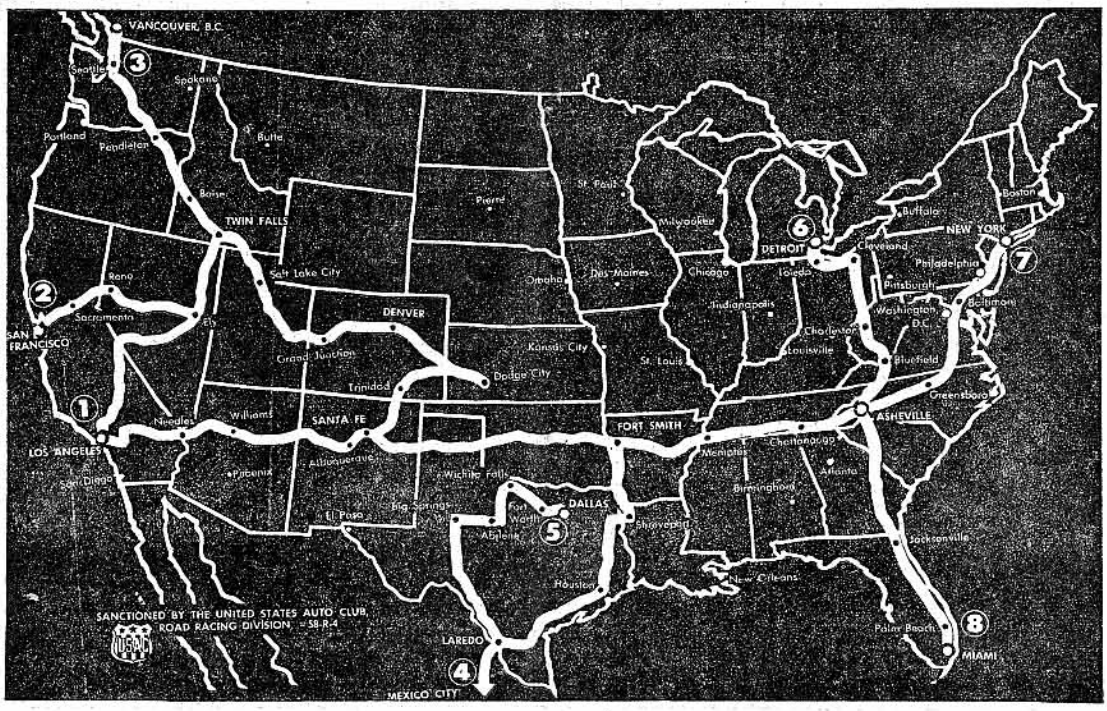

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